UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/708,890	11/08/2000	Jeffrey Mark Bertram	16600.105005	3107

7590 07/31/2003

King & Spalding
191 Peachtree Street NE
45th Floor
Atlanta, GA 30303

EXAMINER
OUELLETTE, JONATHAN P

ART UNIT	PAPER NUMBER
3629	

DATE MAILED: 07/31/2003

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary	Application No. 09/708,890	Applicant(s) BERTRAM ET AL.
	Examiner Jonathan Ouellette	Art Unit 3629

-- The MAILING DATE of this communication appears on the cover sh et with the correspond nce address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133).
- Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1)☒ Responsive to communication(s) filed on *09 May 2003* .

2a)☐ This action is **FINAL**. 2b)☒ This action is non-final.

3)☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disp sition of Claims

4)☒ Claim(s) *18-81* is/are pending in the application.

4a) Of the above claim(s) _____ is/are withdrawn from consideration.

5)☐ Claim(s) _____ is/are allowed.

6)☒ Claim(s) *18-81* is/are rejected.

7)☐ Claim(s) _____ is/are objected to.

8)☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9)☐ The specification is objected to by the Examiner.

10)☐ The drawing(s) filed on _____ is/are: a)☐ accepted or b)☐ objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

11)☐ The proposed drawing correction filed on _____ is: a)☐ approved b)☐ disapproved by the Examiner.

If approved, corrected drawings are required in reply to this Office action.

12)☐ The oath or declaration is objected to by the Examiner.

Priority under 35 U.S.C. §§ 119 and 120

13)☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a)☐ All b)☐ Some * c)☐ None of:

1.☐ Certified copies of the priority documents have been received.

2.☐ Certified copies of the priority documents have been received in Application No. _____ .

3.☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

14)☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e) (to a provisional application).

a) ☐ The translation of the foreign language provisional application has been received.

15)☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. §§ 120 and/or 121.

Attachment(s)

1) ☒ Notice of References Cited (PTO-892)
2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
3) ☐ Information Disclosure Statement(s) (PTO-1449) Paper No(s) _____ .
4) ☐ Interview Summary (PTO-413) Paper No(s). _____ .
5) ☐ Notice of Informal Patent Application (PTO-152)
6) ☐ Other: .

DETAILED ACTION

Response to Amendment

1. The addition of Claims 66-81 is acknowledged, Claims 18-81 are now pending in application 09/708,890.

Claim Rejections - 35 USC § 102

2. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(a) the invention was known or used by others in this country, or patented or described in a printed publication in this or a foreign country, before the invention thereof by the applicant for a patent.

3. Claims 41-47 and 73-78 are rejected under 35 U.S.C. 102(a) as being anticipated by Northwest Airlines (www.nwa.com, Internet Archive Wayback Machine, 10/3/1999-10/12/1999; "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000 [check-in information not disclosed in declaration materials]).

4. As per independent Claims 41 and 76, Northwest Airlines discloses a computer-implemented method for providing passenger seating information to passengers in a terminal comprising the steps of: receiving the seating information for one of the passengers at a computing system; (in response to a signal indicating a designated time prior to departure from the terminal) and displaying the passenger's seating information on an electronic display coupled to the computing system, the passenger's seating

information comprising a readily recognizable identifier for the passenger and a corresponding seat assignment (www.nwa.com).

5. As per Claim 42, Northwest Airlines discloses upon attempting to board, reading the passenger's identity by scanning a unique identifier for the passenger with a scanning device coupled to the computing system; and using the passenger's identity to confirm that the passenger is permitted to board (www.nwa.com, "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000).
6. As per Claim 43, Northwest Airlines discloses displaying the passenger's seating information at the scanning device (www.nwa.com, "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000).
7. As per Claim 44, Northwest Airlines discloses printing a copy of the passenger's seating information for the passenger (www.nwa.com, "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000).
8. As per Claims 45 and 77, Northwest Airlines discloses displaying passenger upgrade information on the electronic display (www.nwa.com).
9. As per Claim 46, Northwest Airlines discloses displaying the upgrade status for the passenger on the electronic display; determining that the passenger's upgrade is approved; displaying the passenger's upgraded seating information on the electronic display; and upon attempting to board, confirming the passenger's identity and upgraded

seating information by scanning a unique identifier for the passenger with a scanning device coupled to the computing system (www.nwa.com, "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000).

10. As per Claims 47 and 78, Northwest Airlines discloses a computer-readable medium having computer-executable instructions for performing the steps recited in Claim 41 (www.nwa.com).

11. As per independent Claim 73, Northwest Airlines discloses a computer-implemented method for displaying passenger upgrade information to passengers preparing to board for departure comprising the steps of: receiving the passenger upgrade information at a processing system; displaying the passenger upgrade information on an electronic display coupled to the processing system; approving an upgrade of one of the passengers; and prompting the upgrade passenger to board by displaying the upgrade approval on the electronic display (www.nwa.com, "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000).

12. As per Claim 74, Northwest Airlines discloses confirming the upgrade passenger's identity upon attempting to board by scanning a unique identifier for the passenger with a scanning device coupled to the processing system (www.nwa.com, "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000).

13. As per Claim 75, Northwest Airlines discloses a computer-readable medium having computer-executable instructions for performed the steps previously recited (www.nwa.com).

Claim Rejections - 35 USC § 103

14. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

15. Claims 18-40, 54-69, and 79-81 are rejected under 35 U.S.C. 103(a) as being unpatentable over Northwest Airlines in view of Chelliah et al. (US 5,710,887).

16. As per independent Claims 18, 31, 54, 66, and 79, Northwest Airlines discloses a computer-implemented method for displaying passenger-specific information to passengers preparing to board for a departure comprising the steps of: transmitting (receiving) the passenger-specific information to a processing system, wherein the passenger-specific information comprises one of passenger seating information, passenger upgrade status, passenger connection information; and displaying the passenger-specific information on an electronic display coupled to the processing system (www.nwa.com, Internet Archive Wayback Machine, 10/3/1999-10/12/1999; "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and

Convenience," Press Release, 7/17/2000 [check-in information not disclosed in declaration materials]).

17. Northwest Airlines fails to disclose displaying, without input from the passengers, passenger-specific information to passengers preparing to board for a departure, and wherein the computer-implemented method for displaying passenger-specific information to passengers includes passenger stand-by status.

18. However, Northwest Airlines does disclose an interactive Kiosk in which the passenger can electronically receive flight information (www.nwa.com).

19. Official Notice is taken that flight information displays (FID) were well known and used at the time the invention was made. Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to simply display the passenger flight information (including stand-by information) for the advantage of increasing the efficiency of the passenger check-in and boarding process.

20. Northwest Airlines also fails to discloses wherein the computer-implemented method for displaying passenger-specific information to passengers includes targeted advertising.

21. Chelliah teaches a computer-implemented system for facilitating commercial transactions (kiosk), which includes targeted advertising (Abstract, C2 L37-55, C3 L6-45, C6 L59-65, C7 L49-63).

22. Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to have included targeted advertising, as disclosed by Chelliah in the system disclosed by Northwest Airlines, for the advantage of providing a computer-implemented method for displaying passenger-specific information to passengers

preparing to board for a departure with the ability to use the stored customer demographic information in order to increase revenue by offering customer specific advertising.

23. As per Claims 19 and 37, Chilliah further discloses wherein the targeted advertising is selected based on information about the passenger (Chilliah: Abstract, C2 L37-55, C3 L6-45, C6 L59-65, C7 L49-63).

24. As per Claims 20, 32, 55, and 67, Northwest Airlines further discloses wherein the electronic display is proximate to a departure gate (Northwest Airlines: www.nwa.com).

25. As per Claim 21, Northwest Airlines further discloses projecting an idle mode screen, comprising general flight information, on the electronic display prior to transmission of the passenger-specific information (Northwest Airlines: www.nwa.com).

26. As per Claims 22, 33, 58, 68, and 81, Northwest Airlines further discloses wherein the step of displaying the passenger-specific information comprises a transition from an idle mode screen to departure mode screen in response to a first trigger event, the departure mode screen comprising one of passenger standby status, passenger upgrade status, passenger connection information, and targeted advertising (Northwest Airlines: www.nwa.com).

27. As per Claims 23, 34, and 59, Northwest Airlines further discloses wherein the first trigger event is a designated time before departure (Northwest Airlines: www.nwa.com).

28. As per Claims 24, 35, and 60, Northwest Airlines further discloses wherein the step of displaying the passenger-specific information comprises a transition from a departure mode screen to a boarding mode screen in response to a second trigger event, the boarding mode screen comprising one of passenger seating information, passenger

standby status, passenger upgrade status, passenger connection information, and targeted advertising (www.nwa.com).

29. As per Claims 25, 36, and 61, Northwest Airlines further discloses wherein the second trigger event is a designated before departure (Northwest Airlines: www.nwa.com).

30. As per Claim 26, Northwest Airlines and Chilliah further disclose wherein the step of displaying an idle mode screen, a departure mode screen, and a boarding mode screen on the electronic display comprises passenger-specific advertising (see rejection of independent claims) (Northwest Airlines: www.nwa.com) (Chilliah: Abstract, C2 L37-55, C3 L6-45, C6 L59-65, C7 L49-63).

31. As per Claim 27, Northwest Airlines further discloses wherein a departure mode screen and a boarding mode screen are displayed in association with the passenger-specific information (Northwest Airlines: www.nwa.com).

32. As per Claims 28 and 38, Northwest Airlines further discloses clearing one of the passengers assigned a standby status to board; prompting the cleared passenger to board by displaying a prompt on the electronic display; and upon attempting to board, confirming the cleared passenger's identity by scanning a unique identifier for the passenger with a scanning device coupled to the processing system (Northwest Airlines: www.nwa.com).

33. As per Claims 29 and 39, Northwest Airlines further discloses approving an upgrade of one of the passengers; prompting the upgrade passenger to board by displaying the upgrade approval on the electronic display; and upon attempting to board, confirming the

upgrade passenger's identity by scanning a unique identifier for the passenger with a scanning device coupled to the processing system (Northwest Airlines: www.nwa.com).

34. As per Claims 30, 40, and 69, Northwest Airlines further discloses a computer-readable medium having computer-executable instructions for performing the steps (Northwest Airlines: www.nwa.com).

35. As per Claim 56, Northwest Airlines further discloses wherein the remote computing system is coupled to a plurality of electronic displays (Northwest Airlines: www.nwa.com).

36. As per Claims 57 and 80, Northwest Airlines further discloses wherein the electronic display is further operable for rending one of an idle mode screen, a departure mode screen, and a boarding mode screen (Northwest Airlines: www.nwa.com).

37. As per Claim 62, Northwest Airlines further discloses a scanning device coupled to the remote computing system, the scanning device operable for collecting identifying data from a passenger (Northwest Airlines: www.nwa.com).

38. As per Claim 63, Northwest Airlines further discloses wherein the scanning device is further operable for displaying the passenger's seating information (Northwest Airlines: www.nwa.com).

39. As per Claim 64, Northwest Airlines further discloses wherein the scanning device is further operable for printing a copy of the passenger's seating information (Northwest Airlines: www.nwa.com).

40. As per Claim 65, Northwest Airlines further discloses wherein the scanning device provides the identifying data to the remote computing system for confirming that the passenger is permitted to board (Northwest Airlines: www.nwa.com).

41. Claims 48-53 and 70-72 are rejected under 35 U.S.C. 103(a) as being unpatentable over Northwest Airlines.

42. As per independent Claim 48, Northwest Airlines discloses a computer-implemented method for displaying information to passengers in a terminal comprising the steps of: receiving the information for one of the passengers at a computing device; and displaying the passenger's information on an electronic display coupled to the computing device (www.nwa.com, Internet Archive Wayback Machine, 10/3/1999-10/12/1999; "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000 [check-in information not disclosed in declaration materials]).

43. Northwest Airlines fails to expressly disclose displaying standby information.

44. However, Northwest Airlines does disclose an interactive Kiosk in which the passenger can electronically receive flight information (www.nwa.com).

45. Official Notice is taken that flight information displays (FID) were well known and used at the time the invention was made. Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention to include all types of flight information, to include stand-by information, for the advantage of providing the customer with all the information necessary to expedite the passenger check-in and boarding process.

46. As per Claim 49, Northwest Airlines discloses determining the standby passenger is approved for boarding; based on the approval for boarding, displaying the standby passenger's seating information on the electronic display coupled to the computing device; and upon attempting to board, confirming the standby passenger's identity by scanning an unique identifier for the passenger with a scanning device coupled to the computing device (www.nwa.com, Internet Archive Wayback Machine, 10/3/1999-10/12/1999; "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000 [check-in information not disclosed in declaration materials]).
47. As per Claim 50, Northwest Airlines discloses displaying the standby passenger's seating information at the scanning device (www.nwa.com).
48. As per Claim 51, Northwest Airlines discloses printing a copy of the standby passenger's information at the scanning device (www.nwa.com).
49. As per Claim 52, Northwest Airlines discloses displaying standby availability information on the electronic display (www.nwa.com).
50. As per Claim 53, Northwest Airlines discloses a computer-readable medium having computer-executable instructions for performing the steps recited in Claim 48 (www.nwa.com).
51. As per independent Claim 70, Northwest Airlines discloses a computer-implemented method for displaying passenger-specific information to passengers preparing to board for a departure comprising the steps of: transmitting the passenger-specific information to a processing system, wherein the passenger-specific information comprises passenger

information; displaying the passenger-specific information on an electronic display coupled to the processing system; clearing one of the passengers to board; prompting the cleared passenger to board by displaying a prompt on the electronic display; and upon attempting to board, confirming the cleared passengers identity by scanning a unique identifier for the passenger with a scanning device coupled to the processing system (www.nwa.com, Internet Archive Wayback Machine, 10/3/1999-10/12/1999; "Northwest Airlines Announces Industry-leading Technology to Give Customers More Control and Convenience," Press Release, 7/17/2000 [check-in information not disclosed in declaration materials]).

52. Northwest Airlines fails to expressly disclose displaying standby information.

53. However, Northwest Airlines does disclose an interactive Kiosk in which the passenger can electronically receive flight information (www.nwa.com).

54. Official Notice is taken that flight information displays (FID) were well known and used at the time the invention was made. Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention to include all types of flight information, to include stand-by information, for the advantage of providing the customer with all the information necessary to expedite the passenger check-in and boarding process.

55. As per Claim 71, Northwest Airlines discloses displaying an idle mode screen, comprising general flight information, on the electronic display prior to transmission of the passenger-specific information (www.nwa.com).

56. As per Claim 72, Northwest Airlines discloses having computer-executable instructions for performing the steps previously recited (www.nwa.com).

Response to Arguments

57. Applicant's arguments with respect to claims 18-65 have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

58. Additional Non-Patent Literature has been referenced on the attached PTO-892 form, and the Examiner suggests the applicant review these documents before submitting any amendments.

59. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Jonathan Ouellette whose telephone number is (703) 605-0662. The examiner can normally be reached on Monday through Thursday, 8am - 5:00pm.

60. If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, John Weiss can be reached on (703) 308-2702. The fax phone numbers for the organization where this application or proceeding is assigned are (703) 305-7687 for regular communications and (703) 305-3597 for After Final communications.

61. Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is (703) 306-5484.

jo
July 28, 2003

THOMAS A. DIXON
PRIMARY EXAMINER